12/23/87 C6240-1

THE WEEKLY OF
BUSINESS AVIATION™
DEC 21, 1987

Vol. 45 No. 25 | INTELLIGENCE | Page 193

A COALITION of aviation groups is expected to formally ask the Massachusetts Port Authority to delay the date of a public hearing on changes in landing fees at Boston's Logan Airport (BA, Dec. 14/185). The groups say the scheduled Jan. 7 date for the hearing does not provide enough time for comprehensive analysis of the proposed changes, which would dramatically increase fees for operators of smaller aircraft.

AIRCRAFT management companies are worried about the impact on their business of FAA's requirement that fire-blocking materials be installed in the passenger seats of aircraft operated under Part 135. Many owners say they will withdraw from Part 135 aircraft management contracts and operate aircraft with their own pilots under Part 91 rather than comply with the expensive fire-blocking regulation.

DIFFICULTY of building a consensus on trade issues was underscored by last week's hearing on imposing tariffs on Brazilian imports. Even though the General Aviation Manufacturers Association has been one of the most outspoken opponents of Brazil's restrictions on imports of aircraft from the U.S., many GAMA members oppose adoption of tariffs because they fear their individual exports to Brazil would be impacted.

ATTEMPT TO RAID $1 BILLION FROM TRUST FUND IS DEFEATED

An attempt by conferees on transportation appropriations legislation (H.R.2890), who had tentatively agreed to take an extra $1 billion from the Airport and Airway Trust Fund for FAA operations and maintenance expenses, was defeated last week after opponents mounted a strong attack on the proposal. The conferees had recommended Wednesday that $1.789 billion from the Trust Fund be used for FAA O&M expenses in fiscal 1988, about $1 billion more than was called for in House and Senate bills—$786.2 million and $851.5 million, respectively.

Aviation interests were outraged by the attempted Trust Fund raid, as were members of the House and Senate authorizing committees. Sen. Nancy Kassebaum (R-Kan.) ranking member of the Senate aviation subcommittee, warned that the proposed Trust Fund raid had "serious implications" for both aviation programs and "the continuing relationship between those who authorize and those who appropriate aviation funding" in Congress. Sen. Ernest Hollings (D-S.C.), chairman of the Senate Commerce Committee, threatened that if the $1.78 billion contribution from the Trust Fund was not reduced he would offer an amendment to raise funding for Trust Fund-financed capital improvement programs—including the Airport Improvement Program and Facilities and Equipment--to their full authorized levels. As a result of that opposition, the appropriations conferees dropped their original proposal and agreed that the Trust Fund contribution for O&M in fiscal 1988 would be $851.5 million, the amount specified in the Senate bill.

JAN. 4 IS DEADLINE FOR INDUSTRY TO COMMENT ON FIRE-BLOCKING RULE

Jan. 4 is the deadline for submitting comments on Special Federal Air Regulation 52, which gives Part 135 operators only until Feb. 24, 1988 to install fire-blocking materials in the passenger seats of

(Continued on the following page)

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Published weekly by the Business Publications Division of Murdoch Magazines, a division of News America Publishing Incorporated
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BREILING CHARTS TURBINE HELICOPTER MISHAPS IN FIRST NINE MONTHS -- A brief summary of the circumstances surrounding 40 turbine helicopter accidents and incidents in the first nine months of 1987 are shown in a chart on the back of Page 195. The information was compiled by Robert E. Breiling Associates, a firm headed by aviation safety consultant Robert E. Breiling, based on data collected by the National Transportation Safety Board. BA previously presented information prepared by Breiling on business jet, turboprop and twin-turbine helicopter accidents and incidents (BA, Dec. 14/187). Breiling has developed comprehensive, detailed reports that provide historical information on accidents by aircraft type and model. For more information contact the company at 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (305) 395-2148.

TRITON ENERGY ACQUIRES AVIATION PROPERTIES, INC. -- Triton Energy Corp., a Dallas, Tex.-based oil and gas exploration company, has acquired Aviation Properties, Inc., a holding company with a variety of aviation interests including fixed-based operations and wholesale aviation fuel sales. Aviation Properties, which was incorporated in 1966 by three Dallas businessmen, manufactures, sells and leases aviation fueling equipment, provides credit services to over 170 FBOs nationwide, markets aviation fuel on both the wholesale and retail levels and manages aviation real estate in several cities, including as a major leaseholder at Dallas' Love Field.

All Aviation Properties operations will operate collectively under the name Triton Aviation Services, according to Ed Blair, the former president of Million Air who is now vice president marketing for TAS. Triton brand fuel will be marketed through a network of about 35 dealers in Texas, Oklahoma and Louisiana initially, but plans call for large-scale expansion in that part of the country east of the Rockies. The four FBOs that TAS owns at Love Field and Redbird in Dallas, Tulsa International in Oklahoma and at TSTI in Waco, will continue to operate at least temporarily under their existing Servion and Aviation Properties names, but under the Triton sign.

GAZZOLA NAMED GROUP VP OF McGRAW-HILL AEROSPACE/DEFENSE GROUP -- Kenneth Gazzola, publisher of The Weekly of BUSINESS AVIATION and several other publications recently acquired by McGraw-Hill from Murdoch Magazines, has been named group vice president of McGraw-Hill's Aerospace and Defense Market Focus Group and publisher of Aviation Week and Space Technology magazine. Gazzola succeeds Harold M. McGraw III, who was appointed president of McGraw-Hill Publications in October. In addition to BUSINESS AVIATION, McGraw-Hill's newly acquired aerospace and defense publications include: Business and Commercial Aviation (B/CA) magazine; A/C Flyer; World Aviation Directory and Buyer's Guide; Aerospace Daily; Aviation Daily; Airports; Regional Aviation Weekly; and, Aviation/Aerospace Online.

MOST AVIATION INTERESTS OPPOSE TARIFFS ON BRAZILIAN AIRCRAFT -- Aviation interests, with the exception of the General Aviation Manufacturers Association, voiced firm disapproval of the inclusion of aircraft on a United State Trade Representative proposal to increase import duties on an extensive list of goods from Brazil. Those in opposition said they were concerned about "possible retaliation." USTR proposed the tariffs because of Brazilian restrictions "that effectively bans U.S. companies from the Brazilian software market," (BA, Nov. 30/171).

Speaking before a hearing of the USTR, Ed Stimpson, president of the General Aviation Manufacturers Association, said Brazil "continues to restrict its market and to bar entry of most U.S. general aviation aircraft." Stimpson said before USTR removes aircraft from the tariff list, it should "seek commitments that Brazil will honor the concessions made and allow general aviation aircraft to enter the market." He said the U.S. general aviation industry does not want tariffs, but "perhaps their threat will help us reach a satisfactory solution and encourage Brazil to abide by international ground rules."

Bill Edgar, vice president of government relations at Gates Learjet Corp., said U.S. manufacturers "cannot afford to give away their business in retaliation for other unfair trade practices." He said approximately 30 percent of Gates' 1987 production has gone to Brazil, with an equal amount expected in 1988. Alfred Koontz, vice president and chief operating officer at Piper, said the tariffs "would seriously impair" both a longstanding relationship with Embraer and Piper's role as a viable U.S. manufacturer.

Representatives of several regional airlines which use the 30-passenger Brasilia said the move would be "very threatening to the viability of the company" and said the action would not only affect economics but "the communities these airlines serve as well."

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1987 TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	OPER	FTL	DAM
87-01-13	A-109	Tail rotor blade failure on lift off	N300CC	MA	Comm	-	S
02-04	S-76A	During mtnce. flt.,crash ILS app.	N767AL	TX	Comm	2	D
02-04	B-206L	Flew into water returning to base	N5012Z	TX	Comm	2	D
02-20	B-206B	Sling load hit object, control lost	N90327	WA	Comm	-	D
02-22	B-206B	Control lost TO from soft terrain	N1082Z	TX	Pvt	-	S
03--	H-500	Mid air with other police helicopter	-	CA	Pol.	5	D
03-17	B-206B	Hit power lines during patrol	N9AR	AK	Comm	1	D
03-19	B-206B	Power loss approach, hard landing	N666TV	TX	Comm	-	S
03-30	A-109A	Tail rotor shaft failed taxi	N4GH	NE	EMS	-	M
04-11	B-206L	Unlicensed pilot attempted flight	N16780	FL	Comm	-	S
04-13	B-206	While hovering to land, hit pole	-	OH	Comm	-	D
04-15	B-222	Fatigue failure drive hub assmbly.	N1074T	TX	Comm	2	D
04-15	B-206B	Hit water while hovering near barge	N370AH	HI	Comm	1	D
04-16	B-206B	Collided with terr.,high elev.ldg.	N76EF	CA	Comm	-	D
04-18	B-206L	Eng. malf. TO, hard landing	N38886	CO	Comm	-	S
04-18	B-206B	Skid hit ground during hover	N9KT	WA	Pvt	-	S
04-20	B-222U	Uncontained engine failure	N222HX	MS	EMS	-	S
04-22	B-206L	Hit pole during hover	N79RR	OH	Comm	-	S
05-04	B-206B	Autorotation demo. Hard landing	N5754A	TX	Mfg	-	S
05-09	B-206B	Control loss, high winds, hard ldg	N3187D	NV	Comm	-	D
05-13	SA-315	Sling cable caught in tail rotor	N47256	OR	Comm	-	D
06-03	B-206B	Damaged landing following power loss	N59624	UT	Comm	-	S
06-05	B-206L	Power loss shortly after lift off	N120RM	NY	Comm	-	D
06-10	B-206L	Power surge/loss during approach	N3177L	FL	Comm	-	S
07-02	B-206L	Collided with wires during hover	N2123X	AZ	Comm	-	S
07-08	MB117A	Hit wires, nite off airport landing	N160BK	CA	EMS	-	M
07-09	B-206L	Tail rtr. shaft not connected for TO	N5734S	LA	Comm	-	S
07-15	FH-1100	Control loss landing	N590FH	VA	Pvt	-	S
07-17	SA-316B	Blown over during long line lift	N4814	MT	Comm	-	S
07-28	AS-350D	Power loss, landed in water	N350AP	MA	Bus	-	S
07-29	B-204B	Eng. fail/malf. during ext.load oper.	N4580Y	WY	Comm	-	S
08-03	B-206B	Eng. malf/fail. TO. Hard landing	N5001Q	NM	Bus	-	S
08-10	B-206L	Hit object during platform lift off	N5000Y	LA	Comm	-	D
08-12	B-206L	Practice auto rotation. Tail failed	N2764F	LA	Comm	-	S
08-12	B-206B	Power loss cruise. Hard landing	N33PW	TX	Comm	-	S
08-19	AS355F	Tail rtr. malf/fail. rig lift off	N359EP	TX	Corp	-	S
08-23	B-206	Hit volcano side, sightseeing flight	N2777R	HI	Comm	-	S
09-13	FH-1100	Flew into terrain during low flight	N5059F	WY	Pvt	-	D
09-16	B-206	Pilot, wreckage located in water	N2206F	LA	Comm	-	S
09-24	B-206	Eng. malf/fail. Hard landing followed	N9913K	FL	Pol.	-	S

ROBERT E. BREILING ASSOCIATES

NOTE

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